

---

**From:** Hogan, Steven  
**To:** Pete.Ciesla@faa.gov; Miyamoto, Faith  
**CC:** Souki, Jesse K.; Steve.Wong@faa.gov; Dave.Kessler@faa.gov  
**Sent:** 1/25/2010 6:54:31 AM  
**Subject:** Re: Honolulu Rail Project

This is useful information, Pete. Thank you. The other real question is how quickly do you think we can get through the process in each case once you get an ALP from HDOT? As you know, we are fighting a very tight schedule and could really use your help in getting through it. We appreciate any and all assistance.

-----  
Steve Hogan

----- Original Message -----

From: Pete.Ciesla@faa.gov <Pete.Ciesla@faa.gov>  
To: Miyamoto, Faith <fmiyamoto@honolulu.gov>  
Cc: Hogan, Steven; Souki, Jesse K. <jsouki@honolulu.gov>; Steve.Wong@faa.gov <Steve.Wong@faa.gov>; Dave.Kessler@faa.gov <Dave.Kessler@faa.gov>  
Sent: Mon Jan 25 10:20:08 2010  
Subject: Re: Honolulu Rail Project

Hi Faith,

Here are responses to your questions below. I checked with the Honolulu Airports District Office on the timing of the various projects at the airport.

1. An ALP is required for any proposed development at the airport. FAA Advisory Circular (AC) 150/5300-13 - Airport Design and AC 150/5070-6 - Airport Master Plans, requires that airport development be done in accordance with an FAA approved ALP. HDOT also has a grant-in-aid obligation to maintain an ALP updated at all times. This is required so that FAA can review that any proposed airport development complies with FAA airport design standards meant to ensure appropriate aviation safety requirements at the airport are met.

2. Yes, an ALP is required for any proposed airport development, even if airspace issues are not anticipated. This reduces the complexity, but doesn't eliminate the need to have an updated ALP. Since the rail alignment crosses airport property, HDOT needs to update the HNL ALP to show the proposed rail line as it crosses into the airport near the Mauka Concourse, on its way to the terminal area and to show the alignment as it moves further east. The alignment must be shown further east to the off airport segment, since the rail line is elevated, and FAA and HDOT have to check and ensure it does not interfere with aircraft and airport operations on Runways 4R/22L and 4L/22R. An ALP update and review is also required as the basis for the environmental documentation. Adding the ALP update as part of the Master Plan does not help us since the Master Plan update is not being done any time soon and we need an ALP update now. Note that HDOT is currently planning the Mauka Concourse upgrade and HDOT will most likely add that development to the ALP update also.

3. Yes, an ALP update is required, since the proposed rail development still crosses airport property, and is required to be shown on an ALP. Even though the Koapaka Street alignment is off airport, there is still a rail line segment proposed on the airport. that needs to be reflected in an ALP. Also the elevated segment to the east of the airport will need to be shown and reviewed by HDOT and FAA to confirm there is no interference with aviation operations. The ALP needs to be reviewed and approved by the FAA

and is used as a basis for to the environmental documentation.

Pete

Peter F. Ciesla  
Regional Environmental Protection Specialist  
FAA, Airports Division, Western-Pacific Region  
Office: (310) 725-3612  
Fax: (310) 725-6847

```
|----->
| From: |
|----->
>-----|
|"Miyamoto, Faith" <fmiyamoto@honolulu.gov> |
| |
>-----|
|----->
| To: |
|----->
>-----|
|Pete Ciesla/AWP/FAA@FAA |
>-----|
|----->
| Cc: |
|----->
>-----|
|"Hogan, Steven" <Hogan@pbworld.com>, "Souki, Jesse K." <jsouki@honolulu.gov> |
>-----|
|----->
| Date: |
|----->
>-----|
|01/21/2010 06:40 PM |
>-----|
|----->
| Subject: |
|----->
>-----|
|Honolulu Rail Project |
>-----|
```

Hi Pete -

The following is the question of the day:

In our discussions that have occurred over the last few days, you related that an updated Airport Layout Plan (ALP) that showed the rail project would need to be submitted for FAA review. This updated ALP would show the portion of the fixed guideway system that is on airport property.

1. Does the ALP requirement apply to any alignment option that is on airport property or only those that could impact airspace utilization or other aeronautical surfaces and facilities?
2. If the alignment does not affect any airspace or aeronautical facilities, then is an ALP update required? Would it

be possible to include the fixed guideway facilities in the currently ongoing Airport Master Plan update that will include a new ALP and allow the FEIS for the rail project to be released prior to the approval of the ALP update?

3. If the HDOT decided to put the eastern portion of the alignment on Koapaka Street, not on airport property, would an ALP update still be required because of the location of the fixed guideway on westernside airport property?

Your advice on this matter will be greatly appreciated. Thanks.

Faith Miyamoto

Faith Miyamoto  
Department of Transportation Services  
City & County of Honolulu  
(808) 768-8350  
fmiyamoto@honolulu.gov

---

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.